









THE HARBOUR MASTER'S REPORT  
FOR THE YEAR 1887.(From the Government Gazette.)  
HARBOUR DEPARTMENT.  
Hongkong, 10th February, 1888.

SIR,—I have the honour to forward the following Annual Returns for this Department for the year ending 31st December, 1887.

- I. Number, tonnage and crews of vessels entered.
- II. Number, tonnage and crews of vessels cleared.
- III. Number, tonnage and crews of vessels of each nation entered.
- IV. Number, tonnage and crews of vessels of each nation cleared.
- V. Total Number, tonnage and crews of vessels entered at each Port.
- VI. Total Number, tonnage and crews of vessels cleared at each Port.
- VII. Return of junks entered from Macao.
- VIII. Return of junks cleared for Macao.
- IX. Return of junks entered at each port from China and Formosa.
- X. Return of junks cleared at each port for China and Formosa.
- XI. Gross total number of junks entered at each port.
- XII. Gross total number of junks cleared at each port.
- XIII. Return of junks (Local Trade) entered.
- XIV. Return of junks (Local Trade) cleared.
- XV. Summary of arrivals and departures of all vessels, and of all Chinese passengers.
- XVI. Return of vessels struck off the register.
- XVII. Return of vessels struck off the register.
- XVIII. Amount of fees received under Section 1 of Ordinance 8 of 1879.
- XIX. Return of Chinese passenger ships cleared by the Emigration Officer.
- XX. Return of vessels bringing Chinese passengers to Hongkong from places out of China.
- XXI. Return of marine cases tried.
- XXII. Diagram of tonnage of vessels entered.
- XXIII. Return of the work performed by the Government Marine Surveyors.

2. This being the last Annual Return it will be my duty to make to the Government, I trust it will not be thought out of place to give a short account of the progress in Shipping, &c., the Colony has made since I have held the Office of Harbour Master, Marine Magistrate, Emigration and Customs Officer. I was, in the first instance, while serving in the Royal Navy, temporarily employed by the Colony from the 17th March to 26th November, 1860; and in March, 1861, I was, on the resignation of my predecessor, permanently appointed to this Department.

3. The Department when I took charge consisted of the Harbour Master, three Clerks, and one Hauling Officer, the annual tonnage of the Port, exclusive of junks, averaged about 878,135 tons, and the number of foreign built ships entering the Port daily was about 5.

4. The returns accompanying this report show the progress the Colony has made.

Twenty-seven years ago steamers were the exception, and sailing ships the rule, and previous to 1866, junks went in and out of harbour unnotified. The average tonnage of a steamer then was very little over one thousand tons, whereas now it is no uncommon thing to see three or four steamships in Port at one time each measuring 3,000 tons and upwards.

5. The Regulations for the control of the Harbour had been in force since the Colony was created. My attention was soon drawn to this, and to the absence of any means of providing for payment of fees for registering ships under the Merchant Shipping Acts, any Marine Court to enquire into casualties at sea, any regulations for cargo-boats, and any board to grant Certificates of Competency to Masters and Mates in the Mercantile Marine. On these matters being brought to the notice of the Government, the following Ordinances, affecting these great interests, were framed and became law:

- No. 10 of 1860, regulating fees under Merchant Shipping Act 1854.
- No. 11 of 1860, to constitute Marine Courts of Enquiry.
- No. 15 of 1860, to regulate cargo-boats.
- No. 17 of 1860, to constitute a board of examination for Masters and Mates.
- No. 1 of 1862, to regulate and control the Harbour.
- No. 6 Previous to 1865 Piracy in Colonial and neighbouring waters was a common occurrence, and Shau-ki was here a very bad name as the centre where junks fitted out for piratical purposes. Its close proximity to the Lyceum Park enabled Masters of heavy manned and armed junks to follow vessels that had been ascertained to have opium, or other valuable cargo, on board. These were too frequently come up with and attacked at night, stink-pots and arms of all descriptions being freely used. Shortly after Governor Sir Richard Macdonnell's arrival his notice was attracted to the unenviable character Hongkong bore as a Pirate resort, and he introduced Ordinance 6 of 1865, which brought all junks under the supervision of this Department, which was considerably increased to meet the requirements of the Ordinance. Harbour Master's Stations were created at Shau-ki-wan, Stanley, and Aberdeen (now supplemented by Stations at Yau-ma-tei and Hung-hom) so as to bring all junks visiting these waters under close inspection, and no junks have since been allowed to leave or enter the waters of the Colony without undergoing an examination by Inspectors appointed for the purpose. Ordinance 7 of 1866, compelled the registration of all Chinese householders, and the two Ordinances assisted by Gunboats which the Senior Naval Officer kept constantly cruising had the desired effect, and Hongkong soon ceased to be a resort for pirates, and that trade (if it may be so called) came to an end. Isolated acts of piracy are still reported, but they are not attended with the slaughter and burning that existed in Hongkong's earlier days.

7. In 1857 Messrs. Landstein & Co. were permitted to keep a barge off Yau-ma-tei, clear of all shipping for the storage of Gunpowder. At 1.15 p.m. of the 17th January, 1867, a vessel was lying alongside the bulk discharging Gunpowder when an explosion took place and the two vessels and people on board were destroyed. A Gunpowder Ordinance (No. 4 of 1867) was at once passed bringing the storage of all private Gunpowder within the control of the Government, with a result that has proved satisfactory.

8. In 1867, the increasing shipping of the Colony brought the question of Lighthouses prominently before the Government. Reports were made to the Government by the late Staff Commander Reed, a Surveyor in command of H.M.S. "Riffling," the Pilot of the Western Entrance, and the Gap Rock to mark the Southern approach to the Colony were recommended as the most favourable sites for Lighthouses. Difficulties were raised then, and they apparently continue, by the Chinese Government as to the Colony erecting such buildings on Chinese Territory, and it was not until after much loss of time and a great deal of correspondence that this Government was compelled to build Lighthouses within its own jurisdiction, and Cape Agulhas, Cape Collinson, and Green Island Lighthouses were erected under the provisions of Ordinance 17 of 1873 and 18 for the first time on the 18th April, 1875. The concession, or leasing of Wharves and Gap Rock at a nominal rent to this Colony, together with Green Island, would have made the lighting of the approaches to Hongkong complete. At present such is not

the case, and all apparently owing to a sentimental feeling on the part of the Chinese Government, for most certainly neither Wharves nor Gap Rock are of any value except as sites for Lighthouses.

9. Ordinance 1 of 1874 brought the survey of unseaworthy ships under the control of the Government.

10. In 1875, an explosion and loss of life on board a steam launch in the Harbour caused an Ordinance to be brought into force for the regulation of steam ferry boats, of which there are now 42 licensed. The Masters and Engineers of these boats undergo an examination at this Office, the boats are thoroughly examined every six months, and no further accident has occurred.

11. Till 1875, steamers plying between Hongkong and Macao were under no regulation whatever, and they at times carried as many passengers as could be crammed into them. These vessels are now, as indeed are all vessels carrying more than 12 passengers, under stringent regulations as to the number of passengers they can convey, the condition of boilers and engines is ascertained and it is stated on the ship's certificates in what parts of the ships and how many passengers can be carried.

12. The Shipping Ordinances passed previous to 1879 were consolidated by Ordinance 8 of 1879, and in framing this Ordinance advantage was taken to introduce regulations for the Survey of ships carrying more than 12 passengers, for the appointment of practical Marine Surveyors to conduct the surveys for the examination of Engineers as to their qualifications, for the carriage of dangerous goods, for holding Courts of Survey, for regulating medicines and medical stores, and other smaller details were introduced to meet the requirements of the time.

13. The following table from 1861 to 1887 inclusive, will at once show the steady increase of the arrivals of vessels at this Port. Where it has been found possible to separate sailing ships from steamers and junks, I have done so, and the result will show a very satisfactory statement of the Colony's progress:—

Years.	Vessels.	Tons.
1861	1,259	658,196
1862	1,390	688,829
1863	1,822	840,924
1864	2,264	1,137,281
1865	2,206	1,003,259
1866	1,991	949,856
1867	2,233	1,251,238
1868	2,720	1,501,815
1869	25,458	2,535,408
1870	27,891	2,836,436
1871	29,530	3,360,622
1872	31,394	3,777,676
1873	29,376	3,474,059
1874	25,181	3,150,202
1875	26,068	3,562,774
1876	28,181	3,970,891
1877	29,659	4,244,543
1878	28,779	4,132,668
1879	27,327	4,132,668
1880	26,801	4,132,668
1881	27,553	4,533,304
1882	28,668	4,976,731
1883	27,657	5,301,622
1884	26,753	5,167,231
1885	27,102	5,663,931
1886	27,222	6,324,164
1887	27,599	6,401,837

14. The Emigration laws of the Colony were not in a very satisfactory condition in 1861. Besides the Imperial Chinese Passenger's Act 1855, Ordinances 11 of 1857 and 16 of 1859 were in force and others were added, which for convenience were consolidated by Ordinance 5 of 1874, and since then additional Ordinances for the protection of Chinese Emigrants have been brought into force, but these call for no special remark.

15. I will now bring to the notice of the Government a statement of the Shipping, Emigration, &c., in 1887 as compared with 1885.

## SHIPPING.

16. The grand total of all vessels including junks arriving here in 1887 is 27,599 vessels measuring 6,401,837 tons, or an increase of 377 vessels and 6,673 tons on the previous year, making a daily average arrival of 75½ vessels measuring about 232 tons each; and of this very large trade 53.6 per cent is under the British flag.

17. The following paragraphs refer to the trade in vessels of foreign construction, the junk trade being dealt with separately under its proper heading.

18. During the year under review 3,390 ships propelled by steam measuring 4,468,303 tons, and 188 sailing vessels measuring 1,933,534 tons arrived, being a decrease of 73 steamships, but an increase of 128 sailing vessels showing the additional capacity of steamers of the present day.

19. There is a decrease on the whole of 100 sailing ships measuring 71,773 tons, the decrease being principally in British bottoms. Sailing vessels under foreign flags are now 100 per cent in excess of the same class of vessels carrying the British flag.

20. Of the above mentioned 3,390 steamships entering the Port, 2,873 are British and the remaining 1,017 are foreign owned, or a difference of 182.5 per cent in favour of British ships.

21. The nationality of the various steamships arriving at this Port come in the following order:—

Nation.	Number.	Tons.	Tonnage per vessel.
British	2,873	3,388,123	1,179
German	540	467,775	866
Chinese	140	180,795	1,291
French	109	160,765	1,607
Danish	63	28,521	453
Dutch	44	58,941	1,339
Norwegian	37	44,619	1,206
Swedish	29	16,178	558
United States	20	47,626	2,381
Italian	14	21,520	1,537
Austrian	13	27,421	2,109
Russian	11	19,726	1,793
Japanese	5	5,743	1,149
Belgian	1	558	558

22. The vessels under the French, Dutch, United States, Italian, and Austrian flags are few in number but of large capacity, some are subsidized by their respective Governments. The Russian ships belong to the so-called Volunteer fleet and pass through with troops, prisoners, free emigrants, and stores. The British ships vary very much in size thereby reducing their average capacity, and the same may be said of German ships.

23. There is a decrease in tonnage under the following flags: American 51,783 tons, Austrian 17,093 tons, French 12,852 tons, and an increase under the British flag of 62,141 tons, Norwegian 28,984 tons. Under other flags the increase or decrease is too unimportant for special notice.

24. Of the countries with which this trade is conducted: In British vessels there is an increase with British Columbia of 12,445 tons, Java and adjacent Islands 18,783 tons, Macao 38,710 tons, Hainan 9,532 tons, and Siam 28,865 tons; there is a decrease of 26,068 tons with Coast of China and Formosa, and of 10,937 tons and Siam 20,937 tons to Cochinchina.

25. In Foreign bottoms there is an increase with Coast of China and Formosa of 10,934 tons, India and Singapore, &c. 16,003 tons, Japan 75,813 tons, Hainan 10,088 tons, Philippines in Asia 16,045 tons and Siam 35,254 tons; tone; the decrease is with Australia 20,514 tons, Cochinchina 56,570 tons, Europe 19,728 tons, Great Britain 19,501 tons, Macao 24,988 tons and the United States of America 10,477 tons.

26. Of these vessels there are 42 licensed to carry passengers, 43 private boats, 10 Local Government boats and 7 belonging to the War Department. These boats add much to the active appearance of the Harbour, and on one occasion, under the following circumstances, gave a practical illustration of their usefulness beyond their ordinary employment:—The Pacific Mail Steamship Company S.S. City of Peking (3,120 tons), while passing through the shipping lane on her way to New York, collided with the one striking her on her broadside damaging her below the water line. A large number of launches voluntarily seized hold of the latter ship and towed her until she grounded in shallow water off the Cosmopolitan Docks, probably saving the vessel from sinking in 8 or 9 fathoms of water.

The licensed launches are gradually driving the small junks out of the carrying trade with the Villages.

27. Of the whole number of Emigrants leaving in 1887 (32,797) there is an increase on the previous year of 16,400. Male adults, 15,330; Female adults, 300; Male children and 144 Female children, this increase being divided as follows:—

Destination.	Male.	Female.	Children.
Strait Settlements	7,431	1,276	266
Sumatra	4,713	222	14
Australian Colonies	3,299	4	57
Indo-China	921	31	13
British Columbia	111	—	—
United States of America	168	—	—
British Columbia	—	—	—
Mauritius	34	—	—

Increase.....16,677 1,533 311 147

28. With so extensive an Emigration, it is scarcely possible to prevent abuses, but it is satisfactory to know that they are in a very small proportion.

29. Women and children under 12 years of age have to provide two photographs each, one is kept on record at this Office, and the other remains in the possession of the Emigrant, so that on arrival at their destination there can be no question as to their identity; should, after the vessel has sailed, any one appear at this Office and complain that a relative has been improperly taken away. With male adults it is more difficult to deal, and they are a good deal left to their own resources. They are all, however, questioned as to their desire to leave the Colony, and if their replies are in the affirmative there can be no reason why they should not exercise their rights and proceed on their voyage. If any emigrants leave here against their will it is entirely due to themselves for not stating the truth when questioned and again when questioned and medically examined on board the ship by which they are to proceed.

30. Four vessels were registered during the year, and nine Certificates of Registry were cancelled.

31. Ninety cases were heard in the Marine Magistrate's Court during the year.

32. The following Table will show the number of Candidates who passed, and who failed in obtaining Certificates of Competency:—

Grade.	Passed.	Failed.
Master	22	5
First Mate	10	3
Only	10	1
Second Mate	3	—
First Class Engineers	14	5
Second Class Engineers	13	10
	27	15

33. The following Courts have been held during the year.

34. On the 30th June, 1887,—Inquiry as to the loss of the British Steamship "Zafiro," Official No. 61,767, off the "Haiti" Rock in the South West of the Lamoo Islands, on the 18th June, 1887. The Master's (James Lawson Riddick) Certificate of Competency was returned to him. In this case the Harbour Master (President of the Court) disagreed with the Finding, and under Sub-section 5, Section 13, Ordinance 8 of 1879, reported to the Governor his reason for dissent therefrom.

35. On the 22nd November, 1887,—Inquiry as to the burning and loss of the British Steamship "Wah Yang," Official No. 88,834, of Hongkong, near Chuen Pei Point, in the Canton River, on the 15th November, 1887, resulting in great loss of life. The Master's (Johannes H. A. Witt) Certificate of Competency was suspended for three months.

36. On the 28th November, 1887,—Inquiry as to the burning and loss of the British Steamship "Kilmarry," Official No. 65,876, of Dublin, which was run down and sunk by the British Steamship "Cressander," Official No. 63,856, of Glasgow, in Tollo Bay, Philippine Islands, on the 14th November, 1887. The Master of the "Kilmarry's" (James O'Neill) Certificate of Competency was returned to him.

37. On the 22nd December, 1887,—Inquiry as to the loss of the British Steamship "Lorne," Official No. 61,297, of Leith, on the East Coast of Hainan, on the 3rd December, 1887, resulting in loss of life. The only surviving Officers of the ship can be accounted being the Second Mate and the Third Engineer. No blame was attached to the Master (William Hunter) on any of the Officers.

38. 34,458 Seamen were shipped at the Shipping Office during the year, and 10,378 discharged, this discrepancy is owing to Consuls

representing foreign flags not applying as hitherto for permits to ship Seamen on board their respective vessels, consequently no record of such shipping can now be kept.

39. I append a return of the work performed by the Surveyors, since Mr. Brewer's first appointment.

I have the honour to be, Sir, Your most obedient Servant,  
H. G. THOMSETT, R.N.,  
Harbour Master, &c.

The Honourable F. Stewart, LL.D., Colonial Secretary, &c., &c., &c.

THE GOVERNMENT ASSESSOR'S REPORT ON THE ASSESSMENT FOR 1888-9.

(From the Government Gazette.)  
ASSESSOR'S OFFICE,  
Hongkong, 4th June, 1888.

SIR,—I have now the honour to hand you the second Annual Report showing the result of the work of the Assessment Department for the year ending 31st May, 1888.

1. During this period I have made an entirely New Assessment of Victoria, The Hill District, Pok-fu Lam, So-ko Po, and Kowloon Point; the assessment for the remaining portion of the Colony has been adopted for the ensuing year by order of the Governor in Council in accordance with the provisions of the Rating Ordinance.

2. The result of the New Assessment is that the Rateable Value of the entire Colony has been raised from \$2,602,913 to \$3,550,790 on the Old Assessment, with an increase of 5 per cent, on the Rateable Value, viz.: \$147,876, and an increase in the Rates to be collected of \$16,697 or about 4.6 per cent above this year's Rates.

3. A perfectly reliable comparison cannot, however, be made between the Assessment of this year and that for the ensuing year as the latter has been made in accordance with the New Rating Ordinance, which has reduced the percentages in some cases, in the amount of rates to be paid, viz.: at Quarry Bay and Pok-fu Lam the rates were 72 per cent, on the Rateable Value, and the Piers in Victoria are now only to be charged with 7 per cent, instead of 13 per cent, on their Rateable Value.

4. I annex hereto a Tabular statement which will more clearly show the relative values of the respective Assessments.

5. The Rateable Value of property generally in this Colony is on the increase. District No. 1 at the West End of the City has considerably increased in value, not so much in the value of individual Tenements as in the number of New Tenements erected. The Rateable Value of this part of the town has increased 17 per cent. The Hill District (Victoria Peak) has also considerably increased in value since the last Assessment, and likewise Kowloon Point, mostly on account of the extensive Godowns which are being erected on the Praya.

6. The number of Rateable Tenements is 9,537, being an increase of 102; this is a small number, caused no doubt by the numerous fires, 150 Tenements being thereby destroyed in twelve months and most of these Tenements although being rebuilt are not yet rateable.

7. A very considerable portion of my time allotted for the General Assessment has been taken up in investigating the Returns made by the Chinese of the Rents they receive, on which I base my Assessment, and I regret to say that I believe a very large number of the returns made to me are false, in eight cases I conclusively proved to the Magistrates before whom I summoned the offenders, that false returns were knowingly made to me, in some cases by Chinese occupying a good position in the Mercantile World, and notwithstanding the widest publicity was given to the Magisterial proceedings, the offences were continued. In the above cases Fines to the amount of \$2,875 were recovered.

8. In the course of the investigations I discovered a fraud which no doubt has been going on for some years, whereby the owner of a property not only made a return to me of the rent he said he received, which however, proved to be about half of what he actually did collect, but he collected Taxes from his Tenants by producing to them an authority purporting to emanate from the Colonial Treasury demanding Taxes based on a Rental even greater than the amount received, thereby making a very large profit out of the Rates, for which he was arrested and the Magistrate admitting him to bail in the sum of \$1,000 to come up on remand, the defendant did not appear and so the bail was forfeited, and I have reasons to believe that this is but one of many such cases. But the difficulty of obtaining evidence from the Chinese is so great that it is almost impossible to get a conviction.

9. The House numbering of the tenements having now been added to my duties by the Rating Ordinance, I purpose re-numbering the Old Tenements and numbering the New Ones, in the respective Villages as soon as possible, as until that is done it is impossible to accurately assess them or describe them in the Rate Book.

10. In conclusion I beg to state that I believe the recent prosecutions have had a wholesome effect on the Chinese in making them see that they can no longer get away with impunity and without great risk of being very heavily fined, make false returns of their Rents to the Assessment Department.

11. The amount of fines, &c. viz.: \$4,375 will more than pay the entire cost of my Department this year, for which a sum of \$3,593 was provided for in the Estimates.

I have the honour to be, Sir, Your most obedient Servant,  
A. SHELTON HOOPER,  
Assessor.

To The Honourable A. Lister, Colonial Treasurer.

THE "BEN" LINE OF STEAMERS.

FOR KOBE (DIRECT) AND YOKOHAMA.

THE British Steamer

"BENALDER,"

Captain Thomson, will be despatched as above, on THURSDAY, the 26th instant.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Hongkong, 23rd July, 1888. [728]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ZAFIRO,"

Captain Talbot, will be despatched for the above Ports, on THURSDAY, the 26th instant, at 4 P.M.

For Freight or Passage apply to  
RUSSELL & Co.,  
General Managers,  
Hongkong, 23rd July, 1888. [729]

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MARINE SURVEYOR'S SUB-DEPARTMENT.

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